






MEMOS. FOR TO-MORROW

**WINES AND SPIRITS.**



BY APPOINTMENT,  
**A. S. WATSON & Co.**  
LIMITED.  
(ESTABLISHED A.D. 1841.)  
HONGKONG.

WE invite attention to the following of  
 landed Brands, all of which are of ex-  
 cellent quality and good value for the money.  
 The same being specially selected by our  
 London House, and bought direct from the  
 most noted Shippers, are imported in wares  
 and bottled by ourselves, thus enabling us  
 to supply the best growths at moderate  
 prices.

In ordering it is only necessary  
 state the name and quantity of Wine.  
 Spirit wanted, and initial letter for quality  
 desired.

Orders through Local Post or by Tele-  
 gram receive prompt attention.

PORTS. (For Invalids and General use.)		Per doz.
		Per Case.
A	Alto Douro, good quality, Green Capsule	\$10 1
B	Vintage, superior quality, Red Capsule	12 1
C	Fine Old Vintage, superior quality, Black Seal Cap- sule	14 1
D	Fine Old Vintage, extro-superior. Violet Cap- sule (Old Bottled)	18 1
<b>SHERRIES.</b>		
A	Delicate Pale Dry, dinner wine, Green Capsule	6 0
B	Superior Pale Dry, dinner wine, Green Seal Capsule	7.50 0
C	Manzanilla, Pale Natural Sherry, White Capsule	10 1
CO	Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10 1
D	Very Superior Old Wine, choice Old Wine, White Seal Capsule	12 1
E	Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14 1
		Per Case. Per
		1 doz. 2

CLARETS.		
A	Superior Breakfast Claret, Red Capsule	\$4 8
B	St. Estephe, Red Capsule	4.50
C	St. Julien	7
D	La Rose	11
		Per doz.
		Case. Per
BRANDY.		
A	Hennessey's Old Pale, Red Capsule	\$12 8
B	Superior Very Old Cognac, Red Capsule	14
C	Very Old Liqueur Cognac	18
D	Hennessey's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	24
SCOTCH WHISKY.		
A	Thorne's Blend, White Capsule	8
B	Watson's Glenlivet Mel- ior Blend, Blue Capsule, with Name and Trade Mark	8
C	Watson's Abellour-Glenlivet, Red Capsule, with Name and Trade Mark	8
D	Watson's F. K. D Blend of Whiskies; Violet Cap- sule	10

E	W	Scotch Whisky, Gold Cap- sule	12	
<b>IRISH WHISKY.</b>				
A	J	John Jameson's Old, Green Capsule	8	
B	J	John Jameson's Fine Old, Green Capsule	10	
C	J	John Jameson's Very Fine Old, Green Capsule	12	
<b>Genuine Bourbon Whisky,</b> fine old, Red Capsule, with Name				10
<b>GIN.</b>				
A	F	Fine Old Tonic, White Cap- sule	4.50	
B	F	Fine Unwatered, White Capsule	5.25	
C	F	Fine A. V. H. Geneva	5.00	
<b>RUM.</b>				
Finest Old Jamaica, Violet Capsule			12	
Good Seaward Island \$1.50 per Gallon				
<b>LIQUEURS.</b>				
Benedictine	Marschaine			
Curacao	Herring's Cherry C			
Chartreuse	Dr. Siegel's Ang			
2286	Bitters, &c			
<b>BIRTHDAY.</b>				
On Sunday morning, the 15th Mar the Basel Mission, Hove, West Point Wife of Rev. C. K. REEVE, of a Dau				

The publication of this issue commences at 7.55 p.m.

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# The China Mail

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HONGKONG, MONDAY, MARCH 17, 1896.

The correspondence of the Hon. Chamber of Commerce which we published on Saturday throws light on certain points in the Committee's report. We obtain for the first time definite details of the new arrangement to be concluded by the Chinese Government for the opening of Shanghai to foreign trade. Few are inclined to regard that arrangement as satisfactory or as a feather in the English diplomatic. The Chinese have their obstructive policy, by their manifest resistance and by conjuring imaginary difficulties, effectively impeding fulfilment of an important privilege secured by treaty. It is possible that Kaitung might not have found the navigation of the Yangtze beyond Ichang very easy; there is considerable doubt about his reasons for the war, but she was recommended the attempt. According to the late Convention, British merchants are not to be "allowed to reside at Shanghai or to open establishments at other

houses there—that is, the port was not to be open to foreign trade—so long as no steamers had access to the port. Clearly the Chinese Government had no right to stop the attempt that was to be made to reach Ch'ung-king by steamer. The Convention ruins 'When steamers have succeeded in ascending the river so far, further arrangements can be taken into consideration.' The Chinese 'in considering the further arrangement' displayed their obstructive tactics so successfully that they succeeded in preventing the steam navigation of the Upper Yangtze. Because which is directly contrary to the spirit if not to the letter of the Convention. We cannot help thinking that if our Minister at Peking had been firm enough, he would have obtained the complete fulfilment of the Convention. The Chinese have got the best of a diplomatic duel, and their victory will make them still less inclined to yield when the matter is revived at a future date. It is a very dangerous policy to give way to Orientals, more especially to Chinese, except when their demands are incontrovertibly just, which they were not on this occasion.

As a sort of compromise, the Chinese Government have proposed that British steamers shall have access to Ch'ung-king as soon as Chinese steamers are permitted to go there, and that during the interval the carrying trade shall be done by junks with facilities and privileges similar as far as possible to those now enjoyed by steamers at the Treaty Ports on the Lower Yangtze. On the principle that half a loaf is better than no loaf, the concession is not to be despised. The activity of the junk trade at Hongkong, shows that these craft, although unable to compete with steamers in the interport trade, perform a very important function in supplying the intervening districts. And if the conditions mentioned by the London Chamber of Commerce, that British traders may charter junks and navigate there under the British flag, and that piece goods may be repacked at Hankow or Ichang—conditions which are essentially necessary to give to the junk trade 'privileges and facilities' equal to those enjoyed at present by steamers trading with the open river-ports—if these conditions are fulfilled, we have no doubt that the trade with Ch'ung-king and with the rich province beyond, for which transit prices would be obtainable, will be largely increased. The trade may not spring up all at once, but there is no reason why, especially if steam navigation is established, Ch'ung-king, which is the débouché of a large and fertile country hitherto almost inaccessible to foreign merchandise, should not become as important a trading station as any of the Treaty ports. It seems pretty clear that if the interior of China is not opened up by railways or river navigation, we cannot expect the trade with China to expand much beyond its present limits. She cannot go on buying foreign goods, unless she can place her own produce on foreign markets at as cheap prices as her competitors. In fact, unless there are some new developments, her purchasing power, owing to the dwindling of the tea trade, is likely to diminish rather than increase. It is therefore not a little surprising to find the Committee of the Hongkong Chamber of Commerce writing in a somewhat cynical strain that they 'scarcely think the opening of Ch'ung-king will realise the expectations of those who seem to anticipate a large immediate increase to the volume of trade.' Perhaps they are right, but, if they wish to encourage Ministers to struggle for increased trading facilities, that is scarcely the tone to adopt.

We hope Lord Salisbury will not, for the sake of the half concession offered by China, waive the right to navigate the Upper Yangtze by steamer. The proposal that British steamers shall have access to Ch'ung-king as soon as Chinese steamers are permitted to go there is worthless, as, if the Chinese Government continue in their present obstructive attitude, an indefinite length of time may elapse before access is obtained. The London Chamber suggests that the waiver should be for ten years. Seven years should be long enough, by which time an improved pioneer steamer might be obtained and measures devised to remove some of the obstacles to navigation.

**TELEGRAMS.**

(From Singapore Papers).

**DISTURBANCE IN THE TRANSVAAL.**  
*London, 6th March.*—There has been disturbance at Johannesburg. The Mob denounced the Government, lowered and destroyed the Transvaal flag. Armed police ultimately dispersed the Mob.

**THE CZAR AND HIS MINISTERS THREATENED.**  
*London, March 7th.*—The 'Czar' has received a letter from a female Nihilist threatening him with death unless the present reactionary policy is modified. Copies have also been received by the Ministers. All guards are doubled.

**THE KING OF DAHOEY ON THE WAR PATH.**  
*London, March 10.*—The King of Dahomey has invaded French Territory. He was repulsed with heavy loss, but captured six Frenchmen. France expects complete preparation, and if refused will inflict a satisfactory lesson. France does not however purpose seizing the country.

A CORRESPONDENT writes us from Wuhu, the 11th instant, as follows:—Our River Export was stopped to-day. This steamer Taiwan, now loading, and Foochow expected, are the last vessels allowed to take rice away until further notice.—Singapore Mercury.







